Restoring the Credibility of the Programme "Khula Manch"

2542. SHRI MENTAY PADMANABHAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) what steps Government propose to restore the credibility of the programme "KHULA MANCH";

(b) whether the controversy in its very initial programme has affected its public utility;

(c) whether Government propose to change the present comperes to restore credibility of the Programme; and

(d) if not, what are the reasons therefor?

THE MINISTER OF INFORMATION AND BROADCASTING AND PARLIAMENTARY AFFAIRS (SHRI P. UPENDRA): (a) Government are not of the opinion that the credibility of the programme 'Khula Manch' has suffered.

(b) No, Sir.

(c) and (d) Comperes are changed from time to time depending on their performance and programme requirements. The present comperes are only for a limited number of programmes.

Fire Hazardous Buildings in Delhi

2543. SHRI RAMDAS AGARWAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of public buildings like 5-star Hotels, Hospitals, Shopping Plazas, Banks, Colleges etc. which figure in the Delhi Fire Service List of hazardous buildings and are without fire proof arrangements as on 30th July, 1990;

(b) the reasons for not ensuring the fire safety measures in these buildings prior to their commissioning opening;

(c) whether Government have provided sufficient equipment trained personnel in Delhi Fire Service to meet eventualities in future; and

(d) whether Government propose to review after every quarter all the necessary safety arrangements and progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) A list of such public buildings is annexed. (*See* below)

(b) These buildings were constructed prior to 1983 when there were no bye-laws to enforce provision of safety measures. After the enactment of Delhi Fire Prevention and Fire Safety Act, 1936 unified bye-laws have been formulated and the owners/occupants of these buildings have been asked to provide necessary fire safety measures.

(c) Yes, Sir.

(d) Position is reviewed from time to time.

Statement

1. **Five Star Hotel:**

(i) Hotel Samrat, Chankeya Puri.

(ii) Qutab Hotel, Aurobindo Marg.

(iii) Ashok Yatri Niwas, Ashok Road.

2. **Hospitals:**

(i) R.M.L. Hospital, Baba Kharak Singh Marg.

(ii) G.B. Pant Hospital, J.L. Nehru Marg.

(iii) M.A.M. College, B.S. Zafar Marg.

(iv) Safdarjang Hospital, Aurobindo Marg.

(v) Administrative Block, Hindu Rao Hospital.

(vi) Male Ward, Hindu Rao Hospital.

(vii) Nurses Hostel, Hindu Rao Hospital.

(viii) Holy Family Hospital, Okhla.

3. **Shopping Plazas:**

(i)) Super Bazar, Connaught Place.

(ii) Mohan Singh Place, Baba Kharak Singh Marg.

(iii) Ghaffar Market, Karol Bagh.

(iv) DLF Shopping Complex, Greater Kailash.

4. **Banks:**

(i) UCO Bank, Sansad Marg.

(ii) Punjab National Bank, Sansad Marg.

(iii) Bank House, 21 Rajendra Place.

5. **Colleges etc.**

(i) I.I.T., Hauz Khas, New Delhi.

(ii) Asian Institute of Town Planners, NIE. Campus

(iii) Vallabh Bhai Patel Chest Institute, Delhi University.

(iv) Golden Jubhlee Hall, Pusa.

Auto Bahn Road between Pune to Bombay

2544. SHRI SURESH KALMADI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there had been any dialogue with Government of Maharashtra for an Auto Bahn Road between Pune to Bombay; and

(b) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI K P UNNI-KRISHNAN): (a) and (b) The Ministry of Surface Transport had taken up with the State Government of Maharashtra in November, 1988 the proposal to initiate action of surveys, investigations and feasibility studies for Bombay-Pune Expressway. Subsequently, however, a study has been launched with the financial assistance of the Asian Development Bank. This study will also cover the Bombay-Pune route and is expected to be completed by March 1991. Government has requested the ADB to advance the study in view of the urgency of the Project. The implementation of the Pune-Bombay Expressway (auto bahn) will ultimately depend upon the findings of the study, feasibility of the project and size of the 8th Plan which is yet to be finalised. The Ministry is however convinced that the Project is of vital importance not only to